

TRAGEDY OF THE SEA.

The French Steamer La Bourgogne Cut Down in a Fog

IN COLLISION WITH A BRITISH SHIP

Off Cape Sable—Of the 714 Passengers on Board the French Liner Only 163 Were Saved—One of the Greatest and Most Mournful Ocean Disasters of Modern Times—Many of the Lost Prominent Personages in the Various Cities of This Country—Only one Woman Saved—The Dastardly Action of the French Sailors and the Italian Passengers of La Bourgogne—They Fight for the Boats and Drive Women and Children Back to the Swallowing Chasm of the Ocean—Terrible Scenes Witnessed by the Survivors.

HALIFAX, N. S., July 6.—In one of the thick fogs which at this time of the year hang like a pall over the grand banks and Sable Island in the North Atlantic, occurred, on the early morning of July 4, one of the most appalling ocean disasters in the annals of trans-Atlantic commerce, and in fact, in the history of steam sailing of the world. Without a moment's warning almost the great French liner La Bourgogne with 725 souls on board, was run down by the iron sailing ship Cromartyshire and sank within an hour, carrying with her to the ocean's bottom over 500 of her passengers and crew, while the balance who were not drawn down by the fearful suction, struggled and fought for life until 163 were at length rescued by the crew of the Cromartyshire, which ship survived the collision.

The story of the fearful disaster from the few officers and members of the crew who were saved is yet to be told, but if the words of the passengers who were dragged aboard the Cromartyshire and later brought to this port by the steamer Grecian are to be believed, the last few minutes on board the Bourgogne witnessed some of the most terrible scenes of horror and cruelty that have blotted the history of a civilized race.

Instead of the heroic discipline which so often has been the one bright feature of such awful moments, the crew of the steamer fought like demons for the few life boats and rafts, battering the helpless passengers away from their only means of salvation with the result that the strong of the weak and the old of the young were saved. The disaster occurred at 5 o'clock in the morning of Monday, July 4, about sixty miles south of Sable Island, which lies nearly a hundred miles off this port.

The Bourgogne had left New York bound for Havre on Saturday, while the Cromartyshire was, on her way to Glasgow with a crew of two hundred men.

Although the Trans-Atlantic steamers all have a definite course, the Bourgogne was by all accounts, forty miles or more to the north of these lanes.

The fog was very dense and the Cromartyshire was sailing along with reduced canvas and blowing the fog horn. Suddenly out of the fog rushed a great steamer and in a moment there was a fearful crash, the iron prow of the ship plunging into the port side of the steamer just under the bridge.

The shock was terrific and tore a tremendous hole in the steamer while the entire bow of the ship was demolished. The steamer plunged on in the fog again, her whistle crying for help and her rockets signalling her disaster.

The Cromartyshire, which was rounded to and her master, Captain Henderson, was considerably delayed in finding that she was in no danger of sinking. Off to the eastward could be heard the hoarse call of the steamer and as the fog began to lift all the boats on the ship were launched.

An Awful Revelation.

Half an hour after the collision the misty curtain went up, giving a clear view for miles and then it was that those on the Cromartyshire realized the fearful struggle for life. On board the Bourgogne the collision had come so sudden that at such a time in the morning that few besides her crew were on deck, but the shock roused every one and within a few minutes the decks were crowded.

At first it seemed as if there was some attempt at discipline. A few of the boats were swung off and some of the passengers began to get into them. But as the steamer began to settle and list to port the officers lost control of the crew and a panic ensued. Passengers and crew fought for the boats and life rafts.

The strong battered down the weak, the women and children being pushed far away from any hope of rescue. Fists, oars and even knives were used by some of the demons to keep their places. The officers seemed to have been powerless before their own men and only four were saved. The fight for life on the decks of the steamer did not last long for in a little more than half an hour she gave a long lurch to port and went down.

In the Vortex of Death.

As the ship sank beneath the surface, the vortex of the waters sucked down everything on the surf side within a certain radius. When the suction ceased those still alive saw about 200 bodies come out of the water with a rush as if the sea were giving up the dead after having swallowed the ship. But the struggle for life still continued, and the ship went down. Hundreds of life rafts floated about grasping for rafts, boats and wreckage in frantic endeavor to keep above water. Even then many of those in the boats, if the stories told are to be believed, showed their brutality by beating off those who attempted to climb aboard.

By this time the small boats of the Cromartyshire had come up and the work of rescue began. The crew of the ship worked heroically and saved every one who had managed to keep above water, but even then scores fell away from boats, rafts and wreckage, exhausted, and were drowned. It was all over in an hour, although for some time after great pieces of wreckage came shooting up from the bottom, marking the spot where the great liner had gone down. But little attempt was made to recover the bodies of any of the ill-fated passengers or crew and the battered hulk at the bottom of the ocean will probably be their tomb.

In the afternoon the steamer Grecian was sighted coming from the westward

and a few hours afterward the Cromartyshire was taken in tow and arrived here this morning.

Story of Cabin Survivors.

Strangely enough, Mr. Lacasse is the only man of the saloon and cabin passengers who survives, while his wife is the only woman of 200, not only of the first saloon, but of the whole ship, who escaped. Mrs. Lacasse was roused from her berth by her husband, who was on deck at the time of the collision. She threw about her the first articles of clothing she could secure and reached the deck of the listing steamship to find herself one of the many frantic and half-dressed people who congregated about the boats.

She saw the captain of the steamer on the bridge and some of the officers at other points, endeavoring to direct the efforts of the crew to launch the boats. There was little response to the orders of the officers. The crew seemed paralyzed.

Matters were quiet and there was no panic at first. Golden moments were slipping away and the decks were becoming more and more crowded with frightened people.

The steamer was listing and settling, and then a wild fear seized on the throng and the people lost their reason.

Mrs. Lacasse was separated from her husband in the scramble, and the steamer listed so badly she slid down the delivery of the deck and into the water. She had taken the precaution, at her husband's direction, to put on a life belt before leaving her stateroom, and shortly after being thrown into the sea she was seized by the arm and drawn upon the life raft. Her savior was her husband.

A moment later the ill-fated steamer disappeared, and a whirlpool encircled the spot where the noble craft had been. The water rushed around faster and faster, and the unfortunate disappeared with despairing cries.

Mrs. Lacasse had been on the edge of the maelstrom, but something striking her threw her outside the whirlpool, and the next she knew she was on the life raft. A boat containing forty women was capsized and all went down in the whirlpool. There was not one man in this boat, and it was left fast to the davits. Some of the women were trying to cut the ropes when the steamer careened and capsized the boat.

Mrs. Lacasse says that a moment after the steamer was engulfed, women, men and children rose on every side of the whirlpool, and the sight of the faces and the arms and the sound of the shrieks were so terrible that she will remember them to her dying day.

THE STORY OF THE DISASTER

As Told by the Log of the Captain of the Cromartyshire—The Wife of Captain Henderson Tells a Thrilling Story—No Pen can Picture the Awful Scenes.

HALIFAX, N. S., July 6.—The British iron ship Cromartyshire was towed in here this morning by the Allen liner Grecian which her bow torn away by a collision, sixty miles south of Sable Island, with the French steamer La Bourgogne, which latter vessel went down ten minutes later. Of the six hundred passengers and crew on board La Bourgogne, only two hundred were saved. One woman was saved by her husband. The captain and other deck officers went down with the ship. The Cromartyshire lead to and picked up the two hundred passengers and seamen who were rescued, transporting them to the Grecian, which vessel came along shortly afterwards.

The log of the Cromartyshire, signed by Captain Henderson, is as follows:

"On July 4th, at 5 a. m., dense fog, position of ship sixty miles south of Sable Island, ship by wind on the port tack took heading about W. N. W., though under reduced canvas going about four or five knots per hour. Our fog horn was being kept going regularly every minute. At that time heard a steamer whistle on our weather side or port beam which seemed to be nearing very fast. We blew horn and were answered by stamer's whistle, when all of a sudden she loomed through the fog on our port bow and crashed into us, going at terrific speed. Our foretopmast and main top gallant mast came down, bringing with it yards and everything attached. I immediately ordered the boats out and went to examine the damage. I found that our bows were completely cut off and that the plates were twisted into every conceivable shape. The other ship disappeared through the fog. However, our ship was floating on her collision bulkhead, and so there seemed no immediate danger of her sinking. We set to work immediately to clear the wreckage and also ship our starboard anchor, which was hanging over the starboard bow and in danger of punching holes in the bow. We heard a steamer blowing her whistle on coming back and we answered with our fog horn. The steamer then threw up a rocket and fired a shot. We also threw up some rockets and fired several shots, but we neither saw nor heard anything more of the steamer.

Shortly after, or about 5:30, the fog lifted somewhat and we saw two boats pulling towards us with the French flag flying. We signalled them to come alongside and found that the steamer was the La Bourgogne, from New York for Havre, and that she had gone down. We laid to all day and received on board 200 survivors from amongst the passengers and crew, reported to be in all about 600. Several of the passengers were on life rafts without oars and I called for volunteers from amongst my

EXTRA---6 A. M.

FLEEING FROM SANTIAGO.

Fifteen Thousand Refugees Filled All Roads Leading from the Doomed City Before the Bombardment Began. (Copyright, 1898, by the Associated Press.) EL CANEY, Province of Santiago de Cuba, Tuesday Evening, July 5, per the Associated Press Dispatch Boat Dandy, via Port Antonio and Kingston, Jamaica.—Fifteen thousand refugees to-day filled the roads leading from Santiago to El Caney, Boniato, San Vicente and San Luis, adjacent places. The exodus was in response to a proclamation by Gen. Ros, a political general in Santiago, who gave all people desirous of leaving the city to escape the bombardment a chance to go between 5 o'clock and 6 o'clock this morning.

The time between the issuance of the proclamation and the period set for leaving gave only a small opportunity for transporting household effects or any of the comforts of life, particularly as the Spanish authorities had forbidden any horse or carriage to be taken from the city, as horses are needed there for carrying water to the men in the trenches.

The way to El Caney is long and the weather excessively hot. As the fugitives had no means of carrying water, and as there is none on the road between Santiago and El Caney, there was great suffering. Men, women and children lay alongside the road, wherever there was a small patch of shade, begging passers by, particularly soldiers with dangling canteens, for water, which was always freely tendered.

One old man, with a long silver beard, was carried up a long road on a litter by four young men. When they reached the town all the available space was occupied, and no place was found for the sick man, but a spot of bare ground in the middle of the plaza.

A CRISIS AT HAND

In Madrid—Probable Resignation of the Cabinet—Real News Suppressed.

MADRID, July 6, Midnight.—The cabinet is now sitting and its resignation may be regarded as threatened.

The sequel will probably be a military cabinet under Marshal Martinez Campos.

MADRID, July 6, 4. m.—The authorities kept the disaster to Admiral Cervera's squadron a secret as long as possible and even suppressed the extra editions of the newspapers giving the facts. The official confirmation, therefore, caused a tremendous impression, particularly in naval and military circles, where the government is accused of ordering Admiral Cervera to make a sortie, despite the known opposition of several naval experts.

The troops are confined to barracks, as disorders are feared, but up to this hour there have been no disturbances in Madrid or the provinces.

LAMENTATIONS ARE HEARD

In the Streets of Madrid, Where a Few Short Hours Before Were Heard the Joyful Cries of a Deluded People.

MADRID, July 6.—Tuesday evening, via the frontier, July 6.—The enthusiasm aroused by the misleading dispatches to the Spanish government from Cuba is changed to-day into the wailing of the families of the victims and lamentations over the national disaster. The ministers are crestfallen, and are still concealing the worst.

The extremity of despair, rage and recrimination prevail amongst the population, and the authorities are adopting strong precautions, fearing popular outbreaks.

Martinez de Campos has been forewarned in the endeavors to prevent disturbances.

A government crisis is imminent, and it is regarded as probable that Senor Silveira or Marshal Martinez de Campos will succeed Senor Sagasta as premier and propose peace in order to prevent the Americans from attacking seaboard cities of the peninsula and ruining shipping.

The palace is strongly guarded, and the queen regent, who is described as being inconsolable, is receiving the sympathy of the sensible portion of the population. There is no disguising the fact that grave foreboding are heard as to the future of Spain.

The tone of the general public may be summed up in the frequently heard: "God alone knows what will happen."

The queen is greatly afflicted, and did not leave her room throughout yesterday.

SPANISH PRISONERS MUTINY

But They Are Subdued After Six Are Killed and Many Wounded.

WASHINGTON, July 6.—A special dispatch to the Evening Star, dated Off Santiago, via Port Antonio, Jamaica, July 6, says:

After the destruction of the Spanish fleet some 450 of the men on the Maria Teresa were placed as prisoners on the Harvard. For some reason not yet ascertained these men mutinied.

The officers and crew of the Harvard were not unprepared, however, and the mutineers were fired upon. Six Spaniards were killed outright and twelve were wounded.

This taught the Spaniards a lesson, and restored quiet.

HEADQUARTERS OF GENERAL SHAFER Tuesday, July 5, per Associated Press dispatch boat Dandy, via Port Antonio, Jamaica, July 5, by way of Kingston, Jamaica, July 5, 12:15 a. m.—General Kent, whose division faces the hospital and barracks of Santiago de Cuba, has been notified by the enemy that Assistant Naval Constructor Hobson and his companions of the Merima are confined in the extreme northern building, over which two white flags are flying.

During the diplomatic conference yesterday Hobson and his fellow prisoners could be seen, through glasses, from General Kent's headquarters, looking out of the windows.

LITTLE WAR NEWS.

A Day of Quiet at the War and the Navy Departments.

THERE WILL NOT BE ANY FRICTION

Between the Army and Navy in Regard to Plan of Assault on Santiago—It is not Likely that Sampson Will Enter the Harbor. The Puzzling Movements of Camara's Fleet—Hobson's Exchange—Destruction of the Alfonso XIII.

WASHINGTON, July 6.—By comparison with what has gone before, to-day was very quiet at the war and navy departments. There were bulletins posted in the former department, but were none of more recent date than yesterday, and so far from indicating an impending battle the general tendency of these bulletins was to show that no forward movement is in absolute immediate contemplation. Deep concern is felt here at the deprivations and sufferings of our troops lying in trenches and in field hospitals surrounding Santiago and there is everywhere a disposition to insist that hereafter haste shall be made slowly and that the equipment of our soldiers, their commissary and quartermasters supplies, their ammunition and their hospital stores shall be complete in every respect before they advance further. This is likely to be the rule even at the expense of time and in the face of the criticism of an element that has been vehemently insisting upon rushing the campaign without regard to cost in blood and money.

Will be no Friction.

Confidence is felt that there will be no friction between the army and navy commanders upon a joint plan for the prosecution of the campaign. In the event that this belief should be not well founded, the President is prepared to act himself by orders from first hand.

There is much of force in the naval argument, that if Sampson is obliged to enter Santiago harbor before the forts are captured he will jeopardize the safety of the whole ironclad fleet under his command, since by the sinking of one of these ships in the narrow channel, through a Spanish mine or shell, the fleet would be left helpless and exposed to destruction under the guns of the forts to which they could make no reply owing to the elevation of the latter.

On the other hand, the army officers seem to be justified in avoiding the tremendous sacrifice of life that would be involved in again throwing our soldiers upon the Spanish defenses until they have been materially reinforced in numbers and strengthened by artillery.

Hobson's Exchange.

Sampson did not report to-day at the navy department, but the war department sent over a very agreeable message from Shafter announcing the readiness of the Spaniards to exchange Hobson and his men. It is believed that this was accomplished some time during the day, though notice of it has not been received.

The fact that several of the vessels selected for Watson's fleet were in the thick of the engagement of July 3rd, promises to delay the departure of the eastern squadron for the shores of Spain. The vessels have consumed a good deal of coal and without doubt have expended a large quantity of their highest grade of ammunition in the furious attack on the steel warships of the Spaniards. It will be necessary to replenish these stores before the long European voyage is begun. However, Secretary Long has given orders for the preparation of this squadron, and it certainly will be off in the course of a few days.

Camara's Puzzling Movements.

The movements of the Cadiz fleet are very puzzling to our experts here. Weakened as it is by the sending of the torpedo boat destroyers, the Spanish squadron bound for Philippines seems to go to as sure destruction as did Cervera's unlucky ships when they headed westward from the Cape Verde Islands. The Spaniards are without doubt fully aware of the inferiority of their fleet and why they persist in sending it to be sunk in the Philippines is a mystery. The navy department was advised to-day that the squadron was passing through the Suez canal and as the vessels must have paid the heavy toll required in advance, the indications are now regarded as conclusive that the ships are actually bound for the Philippines. This belief stimulates the preparations here for Watson's sailing. He will strike straight at Camara who in the end is doomed to be caught between Watson and Dewey.

May Save Some Spanish Ships.

Secretary Long is quite hopeful that several of the Spanish ships of the Cervera squadron can be saved in part at least and possibly as a whole. Assistant Secretary Allen shares in this belief, and thinks that the Christobal Colon can be got off the rocks as an entirety, and that the hull, upper works and guns can be made available. She was the best armored cruiser in the Spanish navy and if she can be floated and repaired, will make a valuable acquisition to the American navy.

Mr. Allen is hopeful also that the Vizcaya and Oquendo can be saved in part. Information has reached the department that the hulls are not badly damaged. The contract with the Merritt Wrecking Company is by the day and may be cancelled at any time if the government finds the salvage is not progressing satisfactorily. Two large wrecking vessels left Norfolk to-day to begin work upon the Colon, Vizcaya and Oquendo.

Ought to Bring Good Prices

WASHINGTON, July 6.—Quartermaster General Ludington is going to sell the first bale of cotton grown in the United States this year for the benefit of the United States hospital service, now so severely taxed by the war. A day or two ago, President McKinley received from H. & B. Beer, of New Orleans, the following letter:

"We express to you to-day the first bale of cotton of the new crop, to be disposed of in such a manner as you see fit for the benefit of the United States hospital funds."

The President sent this note to the war department with instructions to accept the offer, and Quartermaster General Ludington was charged with the sale of the bale. He is forwarding it to New York to the Produce Exchange, where it will be bid off at auction to-

wards the end of the week. The expectation is that the cotton will bring a fancy figure in view of the use for which the money is destined.

ANOTHER SHIP DESTROYED.

The Alfonso XIII in Attempting to Run the Blockade at Havana Annihilated Near Mariel.

KEY WEST, Fla., July 6.—It is reported here that the Spanish warship Alfonso XIII attempted to run the blockade out of Havana and was captured by an American cruiser.

WASHINGTON, July 6.—Secretary Long has received word through General Greely, signal officer, which is accepted as confirming the report that the Spanish ship Alfonso XIII was destroyed while trying to run the Havana blockade. General Greely's information came in a cipher message and he considers the report reliable. The ship is said to be a total loss. It occurred near Mariel.

Secretary Long regarded the report that the Alfonso XIII had been destroyed while trying to run the Havana blockade as the best news of the day. It had not come to him in any direct official way but through a report from Gen. Greely, chief signal officer, who had received a cipher message stating briefly that the Spanish ship had been overhauled near Mariel, while trying to get through the blockade, and was a total loss as a result of the fire upon her. Both the secretary and Gen. Greely regarded the report as authentic, but there was a desire to get more details, as this has been something of a spectral ship.

The Alfonso XIII is an iron gunboat with one screw, one funnel and one military mast, barque rigged, 280 feet long, 40 feet beam and 15 feet draught. She has a displacement of 3,000 tons. She had a speed of seventeen knots for short distances and an average speed of fourteen knots. She carried eighteen large guns, five machine guns and five torpedoes. Her officers and crew numbered 370.

THE LAST SHIP

Of Cervera's Squadron Accounted for—The Reina Mercedes Lies a Helpless Hulk 'Neath Morro's Frowning Front.

HEADQUARTERS OF GENERAL SHAFER Tuesday, July 5, by Associated Press dispatch boat Dandy, via Port Antonio and Kingston, Jamaica, July 6, 5 p. m.—The destruction of the Spanish cruiser, Reina Mercedes, last night (Monday), accounts for the last ship of Admiral Cervera's once splendid squadron.

She lies to-day in plain view, her bow resting on the base of the beach, under El Morro. Part of the hull is above water, and her masts and two stacks are entirely out of water.

It is not known whether she attempted to escape from the harbor or whether the Spaniards tried to sink her near the hull of the Merrimac, and thus block the entrance, to prevent the Americans getting in.

The sinking was most dramatic. Just after midnight she was seen drifting slowly out of the narrow entrance by one of the American scouts. In a moment the fleet was ablaze with signals, and almost instantly an awful hail of shells was hammering down upon her. It is not known whether she returned the fire, but the shore battery opened fire, and one six-inch shell fell on the Indiana's forward deck, exploding below. The explosion occurred in the men's sleeping rooms, but all were at quarters, and none was hurt.

No other American ship was hit during the engagement, or incident, which lasted only a few minutes.

CAMARA'S FLEET

Arrives at Suez But Will not be Allowed to Coal There.

SUEZ, July 6.—2:30 p. m.—The Spanish fleet commanded by Admiral Camara has arrived here, and has been notified by the officials of the Egyptian government that it must leave this port within twenty-four hours. The government has also notified Admiral Camara that he will not be allowed to coal here.

GIBRALTAR, July 6.—According to advices received here from Madrid, the Spanish government has ordered Admiral Camara to return to Spain.

General Ochoa has arrived at Algeciras to inspect the sites of the new batteries.

Russia Counsels Peace.

ST. PETERSBURG, July 6.—The Russian newspapers counsel the United States and Spain to "cease this terrible war." They declare that diplomatic intervention has become necessary.

The Novosti says: "In view of her close relations with the United States, Great Britain might, without departing from her neutrality, offer her mediation to President McKinley."

The Pope is Dejected.

LONDON, July 6.—A special dispatch from Rome says the pope is profoundly dejected at the fresh disaster to Spain. The dispatch adds that several cardinals strongly urge his holiness to make another attempt to arrange peace between Spain and the United States, but the pontiff declares the failure of his first intervention was so complete that he cannot relitigate the movement.

Weather Forecast for Toward.

For West Virginia, Western Pennsylvania and Ohio, fair; warmer; light southerly winds.

Local Temperature.

The temperature yesterday as observed by C. Schnepp, druggist, corner Market and Fourteenth streets, was as follows:

7 a. m.	64	3 p. m.	80
9 a. m.	65	7 p. m.	74
12 m.	60	Weather	Fair.